

The HIP Times



The HEMTT Improvement Program (HIP) Times

A Quarterly Newsletter

September 2003 

Volume 10, Issue 3

Heads Up

In June 2002 HIP Times we published an article related to crane hooks and latches. The article was intended to inform the field about the new replacement parts. The field needed to know how to identify the type of hook they had and which replacement latch to order. The word from the field is that the article was confusing. This update should clarify the situation. Not all NSNs were available at the time of the original article. Ed.



Crane Hooks and Latches

There have been changes to the crane hooks and latches on the M977, M985 and M984A1 HEMTT cranes

The replacement hook for the M977 crane has changed. The new hook has the same NSN, 4030-00-845-2168, as the original hook. If you order a new hook, Item 9 of Figure 340 using NSN 4030-00-845-2168, you will need to order a new latch using NSN 4030-01-467-4737.

If you need a new latch for an existing M977 hook, look at the hook and latch design to determine the NSN of the replacement latch. If the hook is smooth and the old latch is a triangular shaped flapper latch, order the replacement latch under NSN 5340-01-205-2810. If the hook is shaped near the tip to interlock with the latch and the latch is a flat

shape, order a replacement latch under NSN 4030-01-467-4737.

Current production M985 cranes use a new hook and latch. The new hook has the same NSN 4030-01-171-0727, as the original hook.

If you order a new hook, Item 23 of Figure 341, using NSN 4030-01-171-0727, you will need to order a new latch under NSN 5340-01-467-4737. If you need a new latch for an existing hook, look at the hook and latch design to determine the NSN of the replacement latch. If the hook is smooth and the old latch is a triangular shaped flapper latch, order the replacement latch under NSN 5340-01-216-7355. If the hook is shaped near the tip to interlock with the latch and the latch is a flat shape, order a replacement latch under NSN 5340-01-467-4737.

Current production M984A1 cranes use a new hook and latch.

If you need to replace the hook, Item 23 in Figure 341 for the H40 usable on code (UOC), use NSN 4030-01-473-1922. With this new hook order a new latch under NSN 4030-01-498-2575. If you need a new latch for an existing hook, look at the hook and latch design to determine the configuration of the specific replacement latch. If the hook is smooth

and the old latch is a triangular shaped flapper latch, order the replacement latch under NSN 5340-01-216-7355. If the hook is shaped to interlock with the latch near the tip and the latch is a flat shape, order a replacement latch under NSN 4030-01-498-2575.

Jim Howard

Crane Control Valves

Repair of HEMTT crane control valves is covered in TM 9-2320-279-34-2, Paragraph 17-28. Page 17-124 shows disassembly of the directional control valve. The RPSTL shows these valves in Figures 349 through 360, but the replacement rings and packing to repair the valve cap are not called out.

You can find packing and backup rings for this procedure in the crane swivel repair kit, NSN 4320-01-210-3545. The swivels are shown in figures 325. Be careful not to damage the large packing when you remove the fitting from the valve, there is no replacement for this. You can replace the smaller packing and rings that wear out where the control lever turns in the valve

Jim Howard

HEMTT Hose Assembly

If you're in need of the hose assembly, Item 27, Figure 414, TM 9-2320-279-24P-1, you will notice that it is a "make from" item. You're in luck. This is no longer a "make from" item and is now provided as a ready to install assembly under part number 3299043, CAGEC 45152. Ordering NSN 4720-01-485-5943 will get you what you need.

The manual will be updated but until that happens please make the appropriate pen and ink change to your paper -24P.

Gerry Grothjan

HEMTT PTO Gasket

There's been an NSN change for the PTO gasket, Item 34, Figure 370, TM 9-2320-279-24P-1. NSN 5330-01-133-0205 has been replaced by NSN 5330-01-393-2500, P/N 35-P-

41 NON-ASBESTOS, CAGEC 95019. Make the appropriate pen and ink change in your manual until the correction appears in the next update.

Gerry Grothjan

Crane Control Knobs

The crane control knobs on some M977, M985, and M984A1 HEMTTs fade and wear from use. Over time the recessed directions are hard to read. Current production knobs have a plastic insert over the function label to keep out dirt and stop wear. If these knobs get dirty you can wipe them off. To order the new knobs just use the part numbers and NSNs in your HEMTT RPSTL, TM 9-2320-279-24P, Figures 343 for the M977 and M985, and Figure 345 for the M984A1.

Until you get the new knobs, you can clean off the old knob and use a paint stick to fill in the impressions on the knob. This will make the function of the control more easily visible.

Jim Howard

Tire and Wheel Safety

A reminder to All HEMTT users and maintainers. There are still a large number of split rim wheels in use on all models of the HEMTT fleet.

One of the safety requirements is to use an OSHA approved safety cage while inflating the tire. NSN 4910-01-373-0267 will get you an approved cage that just might save you or your buddy's life. HEMTT series TMs and the Technical Manual for the Care, Maintenance, Repair, and Inspection of Pneumatic Tires and Inner Tubes (TM 9-2610-200-14) are very clear about the need to use the safety cage. They don't say things like..... "If you have one", "if you have time" or "if the boss is

looking", they say "use an approved tire inflation safety cage".

Oh, by the way, you should also use the Locking Inflator Gage, NSN 4910-01-386-4300, that's in your BII. You can't miss it; it's the one with the ten-foot long hose. Stand as far away from the cage as possible (to the side and out of the line of trajectory of the lock ring) when inflating the tire.

We are in the process of replacing all of the split rim (three piece) wheels with two piece bolt together wheels that are much safer, but even they must be inflated inside of an approved tire inflation safety cage. It is going to take about 5 years to get to the entire fleet.

BE SAFE AND USE TIRE INFLATION SAFETY CAGES

Walt Carter

M978 Tanker PMCS

There have been a lot of questions concerning the vagueness of engine speeds when performing Items 94 and 95 in Table 2-3 Preventive Maintenance Checks and Services for M978 Tankers in the TM 9-2320-279-10-1.

The contractor (OTC) has just completed tests on five tankers to prove out the discharge line pressures with the engine speed condition at low idle and to verify the HEMTT Model M978 PMCS, Item 94.

Discharge Line Pressure (DLP) was 12-13 PSI on all trucks at normal low idle. The correct engine speed to check the operation of the main fuel pump for PMCS, Item 94, is "LOW IDLE" (Throttle Control off). Readings of 10 PSI or lower would indicate a potential problem in the fuel delivery system.

Item 95 is also vague as to engine speed condition to perform the test.

Per review by the contractor's training department, the correct engine speed for PMCS, item 95, is "HIGH IDLE" (Throttle Control on).

This issue is now being addressed by the contractor to clarify this area concerning en-

gine speeds in these two PMCS items. The improved procedures will appear in the next update.

Charlnita Moore

Crane Safety

Master Sergeant Scott Jacobs of the Idaho Army National Guard was our host during our recent visit to the Boise Maintenance Headquarters. We had representation from the HEMTT Sustainment Team, Engineering, Quality, TACOM Safety Office and Army Safety Center, as well as the Integrated Logistic Support branch of Oshkosh Truck Company and Grove Crane Incorporated.

MSG Jacobs presented a very thorough and well documented briefing about his concerns with HEMTT crane operation, maintenance, and safety. He also showed us examples of crane components and proposed solutions and improvements to the crane design, safety testing procedures, and lubrication procedures.

One result of the briefing and the demonstration by MSG Jacobs and his maintenance crew is a change to the crane turntable bearing lubrication procedures. This change will be finalized very soon and sent to the soldiers in the field. After a modification to the crane, the lubrication will be easier and safer to perform, and result in better grease distribution to the turntable bearing.

Thanks again MSG Jacobs. You will be hearing from us about your other ideas and concerns.

Walt Carter

If you have any comments regarding recommendations for improvement of the newsletter, please send your comments by E-mail – schradel@tacom.army.mil or snail mail to USATACOM, ATTN: AMSTA-LC-CH/MS420, Warren, MI 48397-5000

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POC Name _____

P.O. Box and/or Street Address _____

City _____ State _____ Zip _____

Mail to Commander, TACOM, ATTN: AMSTA-LC-CH/MS420, Warren, MI 48397-5000

FAX: (DSN) 786-7596

Team Leader: Mr. Loren Schrader, (DSN) 786-5151 or COMM (586) 574-5151

Email: schradel@tacom.army.mil

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USA TACOM

ATTN: AMSTA-LC-CHH/MS420

Warren, MI 48397-5000